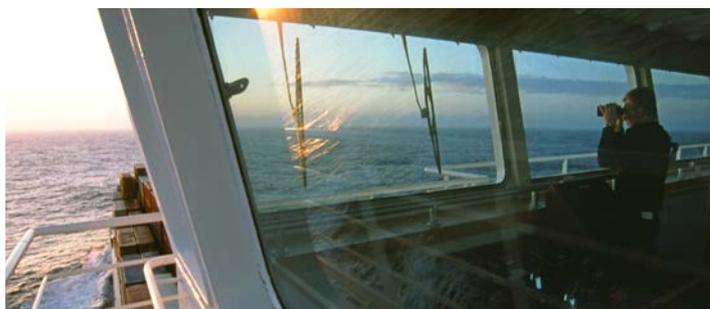


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PRELIMINARY RESULTS OF THE 2014 CONCENTRATED INSPECTION CAMPAIGN ON STCW HOURS OF REST



The 2014 Concentrated Inspection Campaign (CIC) on STCW Hours of Rest was carried out from 1 September to 30 November 2014. The CIC was a joint campaign by Paris MoU, Tokyo MoU, Mediterranean MoU, Black Sea MoU and Indian Ocean MoU. The preliminary results of the campaign from the Paris, Black Sea and Indian Ocean MoUs have now been published.

PARIS MoU

Paris MoU reports that the CIC questionnaire was completed during 4,041 inspections and a total of 912 CIC-related deficiencies were recorded. The preliminary results show "unsatisfactory" compliance with the hours of rest as required by the STCW convention.

A total of 16 vessels were detained for deficiencies related to hours of rest. These 16 vessels accounted for 14% of all detentions in Paris MoU during this period.

Most of the inspections were on general cargo / multi-purpose ships with 1,207 (30%) inspections, followed by bulk carriers with 948 (23%) inspections, container ships with 407 (11%) inspections, chemical tankers with 375 (9%) inspections, and oil tankers with 325 (8%) inspections.

Eleven (70%) of the 16 ships, which were detained as a direct result of CIC, were general cargo / multi-purpose ships, three (19%) were bulk carriers, one was a container ship and one was another ship type.

The results from Paris MoU also showed that a total of 1,268 ships were operating with a two-watch system for the navigational watch, and that 13 of these ships were detained.

The Secretary General for Paris MoU, Richard Schiferli, says: "Insufficient rest of watchkeeping personnel has already caused several incidents over the past years. It may be the cause of fatigue, which can have major consequences for safety and the environment. Two-watch systems are particularly vulnerable in this respect."

A more detailed analysis from the CIC in Paris MoU will be presented at the 48th meeting of the Port State Control Committee in May 2015.

BLACK Sea MoU

The results from Black Sea MoU show that a total of 1,146 CIC inspections were completed and six (28.6%) out of 21 vessels were detained as a direct result of CIC.

During the CIC period, 421(36.8%) inspections were carried out on general cargo / multi-purpose ships, 399 (34.8%) on bulk carriers, 112 (9.8%) inspections on oil tankers and 77 (6.7%) inspections on chemical tankers. A total of 83.4% of all ships detained due to the CIC were general cargo / multi-purpose ships.

Indian Ocean MoU

Port states in Indian Ocean MoU carried out 1,259 CIC inspections and -35 of these vessels were detained for CIC-related deficiencies. The overall detention percentage between September and November 2014 was 7.3% and the detention percentage for CIC deficiencies was 2.8%. Bulk carriers (695) and container ships (119) were subject to the highest number of CIC inspections.

The most significant deficiencies found in all three MoUs were:

- Hours of rest not being recorded correctly
- Non-compliance with the STCW requirements for rest periods for all watchkeeping personnel, including the weekly requirements of rest
- Bridge lookout not being maintained

The full press releases with all the preliminary results are published on the [Paris MoU](#), [Black Sea MoU](#) and [Indian Ocean MoU](#) websites.

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